



DEPARTMENT OF THE NAVY

U.S.S. TATTNALL (DDG-19)
FLEET POST OFFICE
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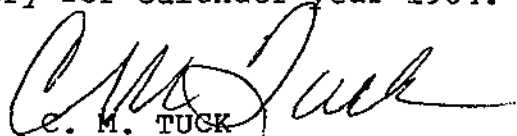
From: Commanding Officer, USS TATTNALL (DDG-19)
To: Director of Naval History (OP-09B9), Washington Navy Yard,
Washington, D.C. 20390

Subj: SHIP'S HISTORY FROM 1 JANUARY 1984 TO 31 DECEMBER 1984

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Basic History
Part A - Command Organization
1. Commanding Officer
2. Mission Statement
Part B - Summary of Operation

1. In accordance with reference (a), enclosure (1) is forwarded
as USS TATTNALL's Command History for calendar year 1984.


C. M. TUCK

PART A - COMMAND ORGANIZATION

1. Commander Charles M. TUCK
2. Mission Statement

a. The mission of USS TATTNALL is to fight and win in war at sea. The mission of USS TATTNALL includes providing close-in Anti-Aircraft Warfare (AAW) and Anti-Submarine Warfare (ASW) support to fast carrier battle groups. Additionally, the onboard Harpoon Weapon System provides the capability of battle group support against surface adversaries. These Weapon Systems coupled with the Naval Tactical Data System (NTDS) provide the carrier battle group with a defence-in-depth that is not available from even some of the Navy's newer surface platforms.

ENCLOSURE (1)

PART B - SUMMARY OF OPERATION

From the period of 1 January 1984 to 24 February 1984, TATTNALL continued her deployment to the Eastern Mediterranean in support of the Multi-national Peacekeeping Forces in Beirut, Lebanon.

On the night of 24 January 1984 TATTNALL experienced a fire which disabled the missile systems and fire control radars. The fire, which started in the SPS-52 generator room quickly spread through wiring and cableways to the SPS-52 radar room, SITE TV lab, SPG-51, RDP room and the director rooms. The fire was fought for several hours and was so large that every CO2 bottle aboard ship was expended. The USS RICKETTS, patrolling nearby, offered assistance and sent badly needed OBA canisters and CO2 bottles. The damage from fire and smoke was so extensive that TATTNALL had lost all AAW missile capability and was handicapped in her ability to fire Harpoon.

On 26 January 1984 TATTNALL was ordered to Naples where an assessment of damage could be made. Approximately 10 days later the decision was made to return TATTNALL to homeport in Mayport, Florida for repairs.

TATTNALL returned home on 24 February 1984 and entered an extended SRA period to effect repairs to her combat systems.

On 16 March 1984, after an awards ceremony to recognize various crewmembers contributions to the deployment and persistence in fighting the fire, Captain Peter T. Deutermann, USN, was relieved by Commander Charles M. Tuck, USN.

TATTNALL spent the month of April and May inport Mayport, FL. During this period all of the combat systems in the aft radar space that had been damaged by the fire were removed and structural repairs were made to the after deck house.

TATTNALL began June 1984 with an underway period from 4-7 June to conduct engineering casualty control training with COMNAVSURFLANT's steam mobile training team onboard. Upon returning to Mayport, TATTNALL began an SRA to complete repairs to the combat systems suite while also conducting extensive scheduled repairs to the engineering plant.

July saw continuation of the SRA and was highlighted by

(b) (3) (A)

During August, TATTNALL hosted the German ship, FGS MOELDERS. During her visit to Mayport, the MOELDERS, a DDG-2 AAW upgrade ship, and her crew offered TATTNALL's crew a chance to exchange ideas and experiences while also offering some excellent off-duty libations with the German Navy.

September saw completion of most of the SRA jobs in the engineering plant. Steam testing began late in the month, while restoration of the combat systems suite would remain in progress through November.

October was highlighted by continued steam testing and post SRA sea trial. The entire crew looked forward to the departure from the shipyard routine and return to fleet operations. However, an unforeseen problem with NR 1 main engine would keep TATTNALL pierside for a month while depot level repairs were made by General Electric technical representatives and ship's force.

During November, TATTNALL conducted a post repair sea trial without incident. Late in the month TATTNALL transited to the Charleston, SC weapons station for a weapons onload. During the transit the newly installed combat systems suite was tested for the first time with actual tracking runs by aircraft.

Upon return to Mayport in early December, TATTNALL began another limited availability to replace boiler water level indicators. Combat systems testing continued throughout the month as the crews anticipation of return to fleet operations continued to grow.